POST OFFICE DEPARTMENT, MAY 25, 1853. Pursuant to authority vested in the Postmaster General, and by and with the advice and consent of the President of the United States, (which advice and consent more fully appear by an instrument in writing this day filed in the Department,) and with a view to bring about lower and more uniform rates of pamphlet and magazine postage in the contemplated postal arrangements with Foreign Governments, particularly on the Continent of Europe-

It is hereby ordered, That hereafter the United States postage to be charged and collected on all pamphlets and magazines mailed within the United States for or received from any foreign country, (except Great Britain,* the British North American Provinces, and the West Coast of South America,) be at the rate of two cents an ounce or fraction of an ounce, instead of the rates established by the act of 3d March, 1851.

JAMES CAMPBELL. Postmaster General

* Note by the Editors .- We are informed that the reason why pamphlets, &c. to Great Britain are excepted in this order is, that the present rate to that country of four cents an ounce, above the first two ounces, is the British charge on all such publications sent to or received from the United States. A late proposition from our Post Office. Department to reduce the rate to two cents ar ounce was declined by the British office. To the West Coast of South America the rates established by the act of 1851 are retained, owing to the high cost of the Isthmus transportation; and to the British North American Provinces the lomestic rates of the act of 1852 apply. New postage ables, embodying these and other changes in the foreign rates, we understand, will be published in the course of a few days.

GENERAL ORDER.

NAVY DEPARTMENT, MAY 23, 1853. In consideration of the difficulty of procuring seamen for vice is thereby subjected, a bounty of thirty dollars to each able seaman, and twenty dollars to each ordinary seaman, will be paid to such as may enlist for the naval service on and after the first day of June next.

The usual advance of three months' pay will be continued but no parment on account either of bounty or advance pay will be made until the recruit shall be received on board and

duly entered in the books of some receiving ship.

The General Order of January 4th, 1853, allowing a bounty, will apply to such persons only as shall have enlisted for the Navy previous to the 1st of June, 1853, and is rescinded with regard to those who may enlist after that date.

J. C. DOBBIN, Secretary of the Navy.

PLANK ROADS.

Messrs. Editors: As the farmers of Montgomery cour ty are contemplating the construction of a plank road from the north line of this District to Brookville, and as the residents of this city and vicinity would be greatly benefited by the construction of such a road, your readers will doubtless be interested in the communication herewith sent, on the subject of plank roads, extracted from the Rahway Republican. J. C. L.

FROM THE BAHWAY REPUBLICAN.

"Every judicious improvement in the establishment coads and bridges increases the value of the land, enhance the price of commodities, and augments the public wealth."

The most valuable improvement since Macadam's, and one superior to his, (in many localities,) is the recent invention of covering roads with planks. The first plank road on this continent was constructed in Upper Canada in 1836. In the most generally approved system, two parallel rows of small sticks of timber (called sleepers, stringers, or sills) are embedded in the road three or four feet apart. Planks of hemlock, eight feet long, and three inches thick, are laid upon these sticks across them, at right angles, to their direction. A side track of earth to turn out upon, of twelve feet width, is carefully graded; deep ditches are dug on each side to ensure perfect drainage; and thus is formed a plank road.—Gilspie on Roads, year 1853, p. 231. Over a single track near Syracuse, New York, 161,000

teams passed in two years, averaging over 200 teams per day. Hemlock wood has been most used in New York for sleepers from its cheapness; pine wood would be more durable. The planks are generally spiked down to the sleepers, with one spike of 61 inches long, three-eighths broad heads, and to weigh five to a pound, at each end for planks of eight feet long. The planks should be covered over, one inch in thickness, with very fine gravel or coarse sand, from which all stones or pebbles are be raked, so as to leave nothing upon the surface of the road that could be forced into and injure the fibres of the plank; the grit of the sand soon pene-trates into the grain of the wood, and combines with the fibres, and forms a tough covering. Saw-dust and tan-bark have also been used for covering. Seven years is perhaps a fair average for the durability of a hemlock road : upland timber is more durable than that from low and wet localities-one set of sleepers will outlast two plankings. Plank roads are the farmer's railroads. One horse can draw on a plank road from two to three times as much weight as he can on an ordinary Macadamized or good common road. Upon a plank road a two-horse team has drawn six tons of iron; another two cords of green wood, estimated to weigh six tons, thirty miles per day continuously. Upon the common and Macadam roads new requires a two-horse team ten hours to draw one ton of hay a distance of six miles. Plank roads do not injure the feet of horses, continue in perfect order for travel at all seasons, thus enabling the farmer to carry his produce to market at seasons and in weather when work there to advantage. His farm will therefore be made more valuable to him; and it has accordingly been found that the value and price of lands contiguous to these plank roads have been enhanced in value by the operation to such a degree as to excite the envy and complaints of those living off their line.

The New York plank road law establishes the following

tolls : Any vehicle drawn by two horses, &c., 11 cents per mile, and half a cent for each additional animal; vehicles drawn by one horse } cent per mile; for a horse and rider. led horse, } cent per mile; for every score of sheep, swine, or neat cattle, one cent per mile.

The cost of a plank road depends upon the price of the timber, as it requires 160,000 feet (board measure) to construct one mile, Putting the cost of all the timber at \$8 per M, it would amount to \$1,280, and all other contingencies at \$200, the total cost would not exceed \$1,480 per mile; the annual interest on \$1,480, at 6 per cent. per year, is say \$90: besides this sum of interest it would require say \$90 more to be paid to repay the above capital at the end of ten years. tribution, in lieu of all tolls, or for making free plank roads, would be \$180 per year per mile by the State or by

There is annually collected in Woodbridge township New Jersey, for the repairs of existing mud roads, under the care of supervisors, about 10 cents per acre tax, amounting on the 31,520 acres it contains to \$3,152 per year, which is so much tax thrown away, and amounts i

ten years to \$31,520.

If this \$31,520 was applied to the construction of plank roads, it would make 24 miles per year, and 21 miles in ten years. If a plank road of one mile is run through ten years. If a plank road of one limit is that through any section of populous country, the land on each side should be 640 acres, composing 1,200 acres, to contribute car, like a mailed letter in an envelope) not to have had to the support of such a plank road; and thus it is demonpay for the construction of the road and refunding of the tomer with whom the Yankee has no chance—a sharper cost, without the collection of any tolls for the use of such

RAHWAY, FEBRUARY 21, 1853.

WATER SPOUT .- A letter to the Norfolk "News" gives the following account of the terrible effects of the late

storm in that part of the country : "On Sunday last, between three and four o'clock P. M., a waterspout appeared in North river, near the residence of Mr. T. F. Morris, which, entering the western point of the woods, in its progress laid waste every thing before it. An immense quantity of timber was destroyed; dwellings were overturned, and human life destroyed. The rers are Mrs. J. Beasley, who was badly wounded, two children and a young lady on a visit slightly injured, and dwellings and out-houses totally destroyed; Mrs. Juda Stone and daughter both seriously injured, and dwellings of every description destroyed. The dwellings of Mr. Raleigh Grimstead, with every other building on the farm, were destroyed, his wife and one daughter killed, and three others severely injured, their bodies being so mangled and crushed as to be scarcely recognised. The daughter of Mrs. Pain was wounded and Jehn Kilgers killed; M. D. Salman, Mrs. A. Carrell, and James Bowen RAILROAD IRON.

The New Orleans Bulletin has some important statements upon railroad iron. It says:

"One will hardly credit the fact that to fill the order for iron for railroads, now in the course of construction in the United States and Europe, will occupy all the rolling mills in the world engaged in the manufacture of railroad iron at least six years. Be it remembered that the quantity of iron required amounts to two millions four hundred thousand tons. This gives, estimating 100 tons of iron to the mile, which is about the average of good rail, 24,000 miles of single track, enough to circle the entire earth, or 12,000 double track, dividing it, half single and half double track, and we have 18,000 miles of roads in the process of construction. The cost of building this expectation is the process of construction. the process of construction. The cost of building this ex-tent of road (half double track) will not be less, at the present rates of iron, with complete equipment of locomo-tives, cars, and depots, than a sum total of \$900,000,000. The iron for rail alone, as it is now selling, would amount

to the respectable sum of \$120,000,000.
"But there is still more to be added to these figures, enormous as they are. There are several roads in our own country which were not taken into the account when these estimates were made, and late foreign intelligence states that subscriptions are opened for the National Rail-road of Spain, to connect the French frontier at Bayonne with Madrid, a distance of over five hundred miles. Also, that a company is fully organized for the construction of a Central Italian Railroad, connecting Lyons with Rome and Venice, and Vienna with Leghorn and Genoa. Austria, Rome, Tuscany, and the Duchies of Modena and Parma are parties to this enterprise; besides this, a railroad from Lyons to Turin, the charter of which has been granted. Add to these a railroad to the Pacific, and we have an addition of five thousand miles of railroad to add to the above figures, involving a tetal cost of some \$225,000,000, and \$25,000,000 for iron."

INTERESTING STATISTICS.

The following interesting statistics, compiled from an appendix to a Report of the Secretary of the Treasury to the United States Senate on the Colonial and Lake Trade of the United States, present at a glance a picture of our great resources :

Our average imports from 1821 to 1826, specie included, were \$80,878,348; from 1848 to 1852 they were \$181,966,579, showing that they have more than doubled in thirty years. Our average imports from 1821 to 1826 were \$69,439,785, and from 1848 to 1852 \$175,948,360. In 1821 the tonnage of the United States was only 1,298,958 tons; in 1852 it was 4,138,441 tons, showing that it has more than trebled in thirty years. Next to Great Britain, we have a larger tonnage than any nation in the world, and in five years, at the present rate of increase, we shall surpass Great Britain.

The value of our annual products exceeds three thousand millions of dollars, of which only about \$170,000,000 are sent abroad, leaving \$2,830,000,000 to be consumed at home and interchanged among the States. At least \$600,000,000 is thus interchanged between the States of the Union.

The total debt of the several States in 1851 was

\$201,541,624, which was less by some millions than it had been during the previous ten years. The value of property assessed in the same States was \$5,983,149,407, the real value being, however, \$10,068,157,779—a pretty good security, we think, for their debts, whether owing at home or abroad.

The total population of the villages, towns, and cities of the United States is only 4,000,000, while the rural

population, "the honest peasantry, their country's pride," is 9,263,000. The four cities of New York, Boston, Philadelphia, and Baltimore contain a population of 1,214,000, the amount of whose real and personal property is \$702,000,000, or \$578 each. The property of the rural population is \$2,312,000,000, or about \$120

From returns from the agricultural crops, it appears that we raise annually \$143,000,000 in wheat, \$391,200,000 in Indian corn, \$190,275,000 in hay, \$70,840,000 in oats, \$73,125,000 in Irish potatoes, and \$129,000,000 in cot-

on; the whole crop being \$1,752,583,042. The animals slaughtered are worth quite as much as the cotton, bringing some \$183,000,000 per annum. One of the most useful of our crops—wine—is yet in its infancy, the West having made only a little over 1,000,000 of gallons in 1851, worth about \$500,000; but the cultivation is increasing, and in a few years will be immense, especially when New Mexico and California, which are admirably adapted to it, shall go into the business.

No portion of the trade of the Union has grown more

rapidly within a few years than that connected with the team marine. The total number of steam vessels now employed on our coast is 625, with a tonnage of 212,500 and employing 11,770 men as officers and crew. In the interior the number of steam vessels is 765, with a ton-nage of 204,725, and employing 17,607 men.

Our whole steam marine, therefore, amounts to 1,390 vessels, with a tonnage of 417,226, manned by 29,377 men, and carrying, besides freight, about 40,000,000 of passengers every year. In this vast travel only 750 lives were lost in 1852—far too many, but not so many as some people, who fancy every steamboat a powder-house, are prepared to expect.

ount of money paid into the Treasury of the United States, as duties on foreign goods, in the year 1852, was at New York \$28,772,558; at Philadelphia \$3,715,126; at Boston \$6,250,588; and at Baltimore It will be seen that New York more than trebles all the other cities.

There are 12,808 miles of railroad in operation in the United States, and 12,612 in progress-more than in all the rest of the world.

N. P. WILLIS UPON GEORGIA.

In one of Willis's sketches of Southern life and scenery, written during his visit last spring, occurs the following notice of Georgia:

"We were eight hours crossing South Carolina—a dis-respectfully brief traverse, of which I felt quite ashamed, on a firs visit-and, crossing the Savannah river, we ascended a bank into the State of Georgia. This seemed the beginning of a higher platform of land, a different soil, and surface more uneven and picturesque. Augusta, the town we landed at, looked very New English to my eye. There was a lively air about the people in the streets,

plenty of fresh paint on the houses, new signs, bright colored bricks, broad streets with no grass in them, and an unequivocal accustomness to 'enterprise' in the paces of the cart-horses. The ladies whom we saw shopping looked very fashionably dressed and metropolitan. I saw but one novelty which told of climate and usages different from the North—a very common-looking man strolling along leisurely in his shirt sleeves and gazing into the shop windows, but with a negro behind him carrying his coat ! This was the nearest approach I had seen, out of London, to the mounted 'tiger' riding behind the dandy 'swell, with the waterproof overall fastened to his crupper. The darkey footman was dressed in tow-cloth jacket and trousers, and wore a white felt hat with ragged rim-his black skin underneath looking fat, shiny, and comfortable. The curious part of it was to see the quality of man that could afford to be his master. He was himself hardly as clean and tidy as would be necessary to pass for 'respectable in a working-man at the North. Most likely he was an

eccentric specimen, but there was no misgiving of his authority in the air of his faithful Juba. "There must either be a generally diffused taste for park-scenery in Georgia, or there is some local advantage in thinning out woods, and clearing them of underbrush, which appeals to the common policy of every inhabitant. Woodlands of majestic trees, with open pas ture-range beneath, were never out of sight, from side of the State to the other. It was only odd-after seeing these in England as appurtenances of ancient family estates, every aisle of tree trunks serving mainly as a note of admiration to some famous names-to see them here doing honor to nobody in particular. Passing through what might be manorial estates of great magnificence. I inquire in vain for the name of the proprietor. Nobody, knew whose grandeur and dignity was there waving in the wind and making the hill-sides imposing. It was like a

poort of such a plank road; and thus it is demon-that an annual tax of about 16 cents per acre will of the Georgia 'cracker.' This is said to be the only cusof the South that can out-wooden-nutmeg even a Connec ticut pedler. They inhabit the sand-tracks, waste lands, and border settlements, and are usually described as white-headed, yellow-skinned, lean and depraved out of missionary reach. How they come by the sagacity with which they 'squat,' swindle, evade the law, and enjoy an Arab freedom of range, and what is their constituent genealogy, I wish some Audubon would ornithologize."

GAMBLING IN CINCINNATI.—An affray which occurred n one of the numerous gambling houses in Cincinnati on Thursday last has led to the arrest of a number of gamblers, and the exposure of many of their associates who were hitherto supposed to be respectable men. The citizens evince a determination to suppress all such esta-blishments. Under the law of the State any person con-victed of being a common gambler is liable to fine and imprisonment in the penitentiary.

PRIZE PLAY .-- A prize of \$500 is offered for the best ve act play, written for Miss MATILDA HERRON, of Phi-In addition to the prize, the sum of \$20 per hight for the first fifty nights it is performed will be paid the author, if the play should prove successful. This would give the author \$1,500. FROM MINNESOTA.

At the request of a friend of Capt. SIMPSON, U. S. Army, we transfer to our columns the following Letter, which will explain itself:

FROM THE MINNESOTA "PIONEER." Mr. Editor: In your paper of last week, speaking the outrage committed by the Chippewas the other dain town, you used the following language:

"We understand Gov. RAMSEY immediately company of U.S. Dragoons to go in pursuit of the offenders, that they may at once be brought to justice; the dragoons being a little tardy in their movements, about sixty of our citizens, under command of Lieut. Simpson, started after the

Feeling that some injustice, no doubt unwittingly, he Feeling that some injustice, no doubt unwittingly, has been done to the officer commanding at Fort Snelling by the above paragraph, I have thought it becoming in me to state that, so far as regards myself, the motive which prompted me to go in pursuit of the Indians was the very natural one of desiring to apprehend the offenders and bring them to punishment, and not because I thought the dragoons had been tardy; and such do I believe to have been the motive of the citizens who went out with the officers of the army I know too well to believe me. The officers of the army I know too well to believe that they are ever backward to the call of duty, and much less do I believe that the gallant colonel commanding is this quarter will ever be found derelict when humanity

and the laws of his country point the way.

In my judgment, the dragoons, considering the distance they were from the scene of outrage, the difficulties they had to encounter in crossing the river, and the long chase they intended to give the Indians, were in the saddle as promptly as could have been expected; and that they did not err in making the preparations they did, their success in overtaking the party and chastising it sufficiently

I may be more sensitive in this matter than your reders may think the paragraph in question justifies; but knowing the feelings of my brother officers as I do, and how important it is that they as well as every one else should be rather encouraged to generous deeds, by liberal remarks, than be depressed by those which may bear a contrary construction, I have felt called upon to express myself as I have.

Very respectfully, yours, J. H. SIMPSON, Capt. Corps Top. Engrs. St. PAUL, MAY 3, 1853.

How we Rush FORWARD !- Scarce a fortnight has pa ed since the terrible calamity at Norwalk occurred, and it is already almost forgotten. It has ceased to be the subject of thought or remark. Another fortnight, and the sigh of the bereaved widow or the tear trinkling silently down the cheek of the orphan will be the only memorial of that sad event. Such is the world. Onward rolls the wave of time, sweeping in its resistless course human events, be they joyful or fraught with sorrow, into the silence of oblivion. A great man dies. The wave rolls over his grave, the world wipes the tear from its eye, and, turning away from his sepulchre, moves on. The chasm left by his removal is closed up, and he passes from the minds of men. It is a sad thing to think of, this perishing utterly from the memory of the world. It is well calculated to humble the spirit of a man to reflect that he will one day be laid in the grave, and from the stillness of his last resting-place hear the tramp of heedless thousands above him, and know that he is forgotten of them all .- Albany Register.

CHANGE OF TRADE .- The St. Louis News notices an important change in the shipment of produce from that place. Heretofore the great amount of the leading staples, such as tobacco, hemp, lead, corn, whiskey, and provisions, has been sent to New Orleans, but now vast quantities of these articles are forwarded to the Ohio river, or eastward by way of Chicago and Wheeling. At the latter place this produce is transferred to the Baltimore and Ohio railroad. At no previous time were there so many boats plying between St. Louis and the Ohio river as there are at present. -Sun.

ELDER PRATT, the Mormon apostle, who has been ope rating in this city for several months past, but without making even one convert to the "Latter-Day Saint" faith that we have heard of, has printed his monthly periodical in advance up to September next, in which he gives notice that he is going to England .- Republic.

There have been subscribed in Philadelphia \$175,000 towards the \$200,000 required to build and equip a firstclass steamer to trade between that port and Charleston

THE NEW YORK EAST CONFERENCE of the Methodis Episcopal Church was engaged on the 23d instant with the postponed question of ordaining local preachers as deacons. Ordination was refused to those whose names were presented. One preacher from Ireland, on trial was also refused reception into full connexion on the ground that in his native country he had taken a very prominent part in politics, writing inflammatory poetical harangues, &c. A motion was made for his discontinuance, and was lost. He was continued on trial by a vote of 41 to 35.

The Rev. Dr. SMITH, of the Wesleyan University, Middletown, Connecticut, explained the condition and prospects of that excellent institution. The income of the University from all sources was about \$6,000; the expenditures about \$5,900. But the expenditures could not be kept down to that sum. Some friends in Boston had proposed to meet the difficulty by raising funds to endow a professorship, if New York would do the same. On motion, Dr. BANGS was appointed Vice President of

the Missionary Society, and Rev. S. E. SMITH Vice President of the Methodist Episcopal Sunday School Union. The committee on the Bible cause reported in favor of giving continued support to the American Bible Society, welcoming its agents at their respective charges, and making collections in its behalf.

There has been a Unitarian Conference lately held 24. (Not named.) 1853, Ap. 5.. De Gasparis, of Naples. 25. Phocra . . . 1853, Ap. 6.. Chacornac, of Marseilles at St. Louis, Missouri. It comprised representatives from the Western churches of the denomination, and was formed a year ago at Cincinnati. It consists of nineteen churches-49 delegates being present at the Conference. Mr. WILLIAM G. ELIOT, of St. Louis, presided. Among the plans of action discussed and previously adopted are the distribution of tracts, missions, aid to struggling socie ties and to young men preparing for the ministry. A book depository was resolved upon, and the following preamble and resolution was adopted :

As there is a misunderstanding of the views of Unita rian Christians on important subjects, it is deemed proper to make some declaration in reference thereto:

Resolved, That we regard Jesus Christ not as a mer inspired man, but as the Son of God-the messenger of the Father to men, miraculously sent-the mediator between God and man, the redeemer of the world; and that we regard the miracles of the New Testament as facts on which the gospel is based.

LUTHERAN SYNOD .- The General Synod of the Lutheran Church is now sitting in Winchester. Its sessions commenced on Saturday last, and will continue through the week. This body meets every third year, and now embraces, as we learn, all the Synods of the United States, about one thousand clergymen, and over three thousand congregations.

FROM THE PLAINS .- By an arrival of the Salt Lake mail at Independence on the 30th ultimo, dates from Fort Laramie to April 15th have been received. The snow, which had been very deep around the Fort and among the mountains near, had disappeared, and by the recent rains most of the streams were made unusually high. But little grass was to be found between Forts Laramie and Kearny. From Kearny Fortit was pretty well advanced, and cattle could be well sustained. The first trains were met beyond the Little Blue river. A company from St-Louis, consisting of seventeen wagons and one hundred men, were at Little Blue on the 25th of April. Other smaller companies were met at points along the route. The party which came with the mail from Fort Laramie were only six days between Fort Kearny and Independence, averaging seventy miles a day.

IMPORTANT SUIT DECIDED. -The suit instituted at Pitts burgh by Wm. L. Slicer, of Maryland, and others, heirs of Thos. Cromwell, deceased, to recover about \$2,000,000 worth of property, was concluded in the U. S. Circuit Court in that city on Monday. Judge GRIER, in his charge, was decidedly adverse to either the law or equity of the claim, and directed the jury to bring in a verdict for the defend ants in the dower, and dismissed the bill in equity.

To the Editors of the National Intelligencer : I was pleased to see republished in your paper of the 24th the just and appropriate remarks of the Alexandria Age under the head of "Change is not Improvement."

Having been a resident of this city since 1812, (not continuously, but at several disjunct periods,) and having attained my majority before I came here, I may be supposed to know something of what has been going on for some years past. How well I remember when the victories of HULL, and DECATUR, and BAINBRIDGE, and STEWART, and PERBY, and McDonough burst upon us! Those great men are all gone, except the venerable Senior Captain of the Navy-all honor to their memories. They at least are beyond the reach of detraction. But who are the present seniors of the navy? They are the men who stood by, next below, those great men in the day of battle, and who had no humble part to perform in those glorious events; no, a proud part. Could HULL execute his own orders in the skilful chase and splendid fight of the Constitution? Could STEWART direct the manœuvres in a battle with two ships and attend to the details? Could McDonough fight a fleet of superior force to his own and look to the execution of his own orders? No; they looked with confidence to the support of those immediately below them, and they had it; and this, seconded by the gallantry of the junior officers and crews, all together, brought in a harvest of glory which once was and should always be appreciated.

In the various departments necessary for conducting the affairs of the navy it was found that officers of experience could be employed with advantage on shore as well as at sea. It is a course which has been pursued by all nations having navies; it was adopted and approved by the Administrations of Madison, and Monroe, and Jackson. Neble ships were built under the directions of the navy commissioners; wholesome regulations established for the government of the navy yards, &c. But, wrought upon by influences which it is unnecessary here to specify, Congress was induced in 1842 to abolish the board, and to establish in its stead several professional bureaus. This was but another method of doing the same thing; navy matters were still in the hands of navy men. But t was found that individuals could no more be approach ed in a certain way than the board could; and it has become the cue of the "progressive" Democracy to cry down the bureaus. The miserable scavengers for such papers as might be named have rang the changes on "old gies," "antiquated influences," "bureaucracies," and such like, until the public mind is in danger of being tainted with prejudices against a class of men whose only sin in the eyes of such persons is that they are getting old, and whose only offence is that they have served their ountry long and faithfully, but too honestly.

Demagogism, with its foul finger, must leave nothing hat is wholesome untouched. It is for such sound papers as yours to speak to the country, and set this matter right before the people-a great, a generous, a confiding people, but, because confiding, apt to be led astray by the designing and artful.

TO THE EDITORS.

PHILADELPHIA, MAY 18, 1853.

GENTLEMEN: I send you an extract from a letter from Brevet Major B-, Corps of Engineers, in consequence of some recent communications which have appeared in the Intelligencer on the subject of Spirit Rappings. The fact described by Major B-, while it leaves the nature of the agency which causes tables to move, &c. as mysterious as ever, yet takes away all "spiritualism" from it, and reduces it to the same category as animal magnetism and similar unknown agencies. Major B- is emphatically a "matter of fact" man, and his statement can be relied on. He writes: " Have you made any inquiries relative to the 'spiritual rappings?' If not, do so; I think it worth the while. I found the other day that I was a medium, and consequently can't be humbugged. It is nothing less than a kind of magnetic fluid, which can be brought into play under peculiar circumstances, and in certain organizations. What is its nature and its laws are yet to be determined. I cause a table to revolve around a room, and my hand to write as a machine, by the mere concentration of all the powers of my will on the nervous system. At times again I cannot do it, just as sometimes I feel like calculating, and at others I can hardly add two and two together. But after each experiment I find that my nervous system is so shattered with impunity. I, however, never could 'rap,' nor make the table tip.

The name of the author of the extract, and that of the officer of engineers who sends the extract, are given to us, but we withhold them. I

MINOR PLANETS.

In the Intelligencer of the 29th ultimo a catalogue was published of Minor Planets known at present, and arranged in the order of their discovery, together with the other known Planets of our solar system.

The insertion of two others, discovered prior to the compilation of that catalogue, would prove interesting, and render it useful and valuable as a reference. Next after 23, the following two are in order, viz:

	1	
Name and number by which planets are known.	Date of Dis- covery.	Name of Discoverer.

I understand that observations are in progress by Pro fessor Curley, Director of the Georgetown College Ob-

servatory, relative to these two last planets. WASHINGTON, MAY 25. The Chief Engineer of the Mobile and Ohio Railroad

Company reports that the whole road is now under contract to the Kentucky line, 453 miles from Mobile. The local subscriptions amount to \$4,902,200, and the land given by Congress is valued at \$3,469,975, making together a property capital of \$8,372,175. Upon this it is intended to raise, by mortgage of road and lands, a loan of \$6,500,000, including the Tennessee loan of \$1,000,000 at six per cent., to complete the main road and iron the Paducah, Tennessee River, Columbus, Kentucky, and Columbus, Mississippi, branches, all of which branches, in the aggregate, will be 102 miles long. Thirty-three miles of the road, from Mobile to Citronville, are now in operation, and fifty-five miles in addition are now under contract, and will be ready for the iron by the first of November .- New York Trib.

In one of our exchanges we saw a brief notice of an in cident which lately took place in Paris, and which we feel called on to reproduce, especially as we have not seen it noticed in any other paper.

Mr. Lewis Cass, our Charge d'Affaires at Rome, was, while recently in Paris, riding along the banks of the Seine, when he observed a woman struggling in the water. He leaped from his horse, plunged into the river at the peril of his own life, and saved hers.

It is always gratifying to record an instance of manly courage and humanity; and we are especially pleased at this of Mr. Cass, as he is a gentleman well-known and esteemed here, and whose official position abroad imparts to his country, in a measure, some of the honor of his noble conduct. During his residence abroad Mr. Cass. has on previous occasions acquired credit for physical and has on previous occasions acquired credit for physical and moral decision, and with a characteristic modesty he may do a better six hours' work than this, we shall be most have deemed his late intrepid act not worthy commemo ration, but others will look upon that disregard of public applause as giving him a new claim to esteem

FATAL AFFRAY BETWEEN BROTHERS .- A young man named Charles Gianzy, twenty years of age, was killed in New York by his brother, sixteen years of age. The affray took place on Saturday, and the young man died on Monday. Both were in the street, opposite their residence, and the younger brother, being somewhat intoxicated, was requested to go into the house. This he re-fused to do, and the elder brother took hold of him and said he would make him go in. The younger then drew a knife and stabbed his brother in the right side.

THE PACIFIC RAILROAD.

"In the course of an admirable speech recently made by Senator Ball, in the Whig Convention of Tennessee, he alluded to a railroad to the Pacific as one of the most magnificent projects of the age, and one not less important as a measure of defence and security to our possessions on the Pacific. It was demonstrable, he said, "that the cost of construction would fall far short of the expenses of any war in which we might be engaged for the protection of that coast, without the advantages of such a mode of transit between the valley of the Mississippi and that distant frontier."

We do not think the importance of this measure is appreciated by the statesmen or the people of this country. It is one of the great defects in American characer, and which pervades cabinets as well as the masses and individuals, to take little note of the future, to expend an immense amount of energy upon the present, leaving after years to take care of themselves. Circumstances have fostered and strengthened the peculiarity The country was young and vigorous, sound in constitu tion, and able to bear shocks that would have been fatal to a nation older and possessing less recuperative energy and there is an insurance of about \$10,000. power. The country, in fact, took care of itself, and grew on without the necessity for the care needful to pre serve and regulate the energies of maturity. But the time has come when wise men will look to the future as WYATT presides. well as the present, and calculate the importance to the nation, and to the world at large, of events laying away off in the decades or centuries to come.

It has been the habit of the American people to regard this Union as a thing to be perpetuated as a matter of course; that its Government is so much wiser, freer, regard to which no thought need be taken. So far as the Atlantic States are concerned this may be all well enough. the business and sentiments of the people so thoroughly intermixed that it is difficult to imagine a cause of con- fifty National Guards were killed and many wounded. vulsion strong enough to burst the bands that hold them together. But it will be remembered that it is this very great facility of intercourse, these means of rapid exchanges of commerce, this quick transmission of intelligence, and the rapid interchange of sentiment, that remove the danger of discord and commotion.

A glance at the map will show that these great uniting and fraternizing elements do not exist, as between the Atlantic States and those which are rapidly springing up on the Pacific coast. Between the east and the western slopes of this continent lay broad deserts and ranges of mountains, whose summits glisten with everlasting snows and the immense extent of whose inhospitable ranges will forever remain unpeopled by civilized man. At present the routes to the growing territories on the Pacific lay over thousands of miles of ocean, and across countries differ ing in all things as widely as the heavens from ours, and whose institutions and the opinions and character of their people are antagonist to our own. Aside from these considerations, the transit over the present routes of our people and their commerce is liable to interruption and vexatious delays at the will of the Governments across which those routes lay.

Beyond all this, the time consumed in the transit, and the expenses attending it, serve to widen the chasm of separation, and disintegrate the elements that rapid transmission would continue to hold firmly together. Agene ration has not yet passed away since the people of the States migrated to the Pacific regions. There is no man on that coast who can be said to be to the "manor born." The recollection of home in the Eastern States, the scene of early life, the love of kindred left behind, are still fresh in the memory of every citizen of California and Oregon Old thoughts and old affections are still fresh in their hearts. But in the generations to come these old habits the Provinces to Montreal; the Grand Trunk railroad of thought and affections, these clustering memories, will have passed away, and something must be substituted to bind them to the Eastern States, or they will calculate the value of a Union, the centre and capital of which is road from the city of Portland, on the Atlantic seaboard, away off beyond broad deserts and high mountains; and to the Canada line, thus bringing the grand terminus into they will come to regard those deserts and mountains as the territory of the United States. It also contemplates the natural boundary of empire. It is due, too, to the new regions of the West that their

people should have increased facilities of intercourse

with their ancient homes and their kindred in the East; that they should not be shut off from them by thousands cally to remove the deserts and overcome the mountains that isolate them. No better or wiser use can be made of rence at Montreal. the money flowing into the treasury of the Union-none which will in a greater degree advance civilization, promote commerce, or advance the arts of peace. But the accomplishment of this enterprise is absolutely necessary to the calculations of the future, if we would perpetuate he blessings of the Union. The West and the East must be bound together by bands of iron, or they will one day become separate. Their interests, their commerce, their habits, their customs, their sentiments must be assimilated. This can only be accomplished by the swift trans mission of intelligence and intercourse. The Californian must be the portwarden of the great commerce of the Indies, the nations of the Pacific, and the Indian oceans He must have a home market for the products of his own rich State, and he must not be compelled to await an ocean voyage of thousands of miles and the perils of the great deep for his returns. Without the means of direct and swift communication the interests of the East and the West will be in conflict. States will multiply on the Pacific coast. The soil is as rich, the climate as salubrious the rivers are as navigable, and the streams as prolific in water power as our own. There will soon be millions of people beyond the Rocky mountains as full of enterprise as those of the Atlantic States; and whether there will be a great, separate, independent republic looking away out over the Pacific ocean towards the East Indies, rivalling that which will face the Atlantic, will depend much upon the action of the present States with reference to the means of transit across the wild regions that now separate them-But this enterprise will do more than bind together the extremes of the Union. It will hasten forward the settlement of our own great West; it will people the millions of acres that are now lying waste; it will bring into market a vast tract of public lands lying this side of the mountains and the desert, which will else remain unpeopled for generations. All these considerations commend the speedy accomplishment of this great enterprise to the American people .- Albany State Register.

By the twenty-ninth annual report of the officers of the Connecticut Insane Retreat it appears that the expenses of the institution for the past year were \$37,000, leaving a balance of \$2,110. The number of patients in the Retreat at the commencement of the year was 181. There have been admitted during the year 140, discharged 151. ed 151, of whom 64 had recovered, 21 were much im proved, 19 improved, 26 not improved, and 21 died. The of whom 80 were males and 90 females. The whole number of patients since the institution was organized is 2,310, of whom 1,267 have been discharged cured, 778 improved, and 243 have died.

GREAT FISHING .- We have received from J. D. Wells, of Northampton, Daguerreotypist, Wm. S. Wells, of Wilkes-barre, Pennsylvania, and Lyman Metcalf, Printer, of Northampton, a box of beautiful trout, packed in ice and grass, and in excellent order. These three gentlemen aught, in six hours, 148 trout, weighing 251 pounds. Of these, J. D. Wells, the more fortunate sportsman, took 126, weighing 22 pounds. The average size of the fish, it will be seen, was the very finest, neither too small nor happy to acknowledge the fact, and still happier to acknowledge the proof.—Springfield Republican.

TIO MEMORY OF THE DEAD .- It is an exquisite and beautiful thing in our nature, that when the heart is touched and softened by some tranquil happiness or affectionate feeling, the memory of the dead comes over it most powerfully and irresistibly. It would seem almost as though our better thoughts and sympathies were charms, in virtue of which the soul is enabled to hold some vague in virtue of which the soul is enabled to note some vague and mysterious intercourse with the spirits of those whom we loved in life. Alas! how often and how long may those patient angels hover around us, watching for the spell which is so seldom uttered and so soon forgotten.

[Dickens.

EDITORS CORRESPONDENCE.

BALTIMORE, MAY 26.

The bill to charter the Baltimore and Liverpool Steam Company passed the House of Delegates on Tuesday afternoon. It passed the Senate on Saturday last, and is now a law. The enterprise is therefore fairly started A company is now forming to get stock taken, and make the necessary arrangements towards pushing the matter forward. There is one house alone in this city prepared to subscribe \$125,000. Capitalists in New York and elsewhere have also signified their willingness to subscrib liberally. There is no doubt whatever that the stock, in the present easy state of the money market, can be procured without difficulty. It is desirable, however, that Southern and Western men should be most interested in this enterprise

The large flour warehouse of Messrs. Newcomer & Stenbroker, South Howard, near Pratt street, was destroyed by fire on Tuesday night. About 4,000 barrels of flour were burnt. The entire loss is about \$30,000, on which

The Episcopal Convention is now in session here. There is, I am told, no very important business to come before it. In the absence of Bishop Whittingham, the Rev. Dr.

Further from Mexico.

New ORLEANS, MAY 25 .- The steamer Texas, from Vera Cruz, brings dates to the 27th, and reports that on the 17th a revolution broke out among the National Guards, in consequence of an order from Santa Anna to and better than any other known to the world; that its incorporate the National Guard with the troops of the line. continuance and progress for centuries was a thing in The revolution lasted three days, during which business was entirely suspended, the regular troops having taken possession of both forts, the national streets, and the city The railroads and the telegraph produce such intimacy gates. A brisk firing was kept up during the whole time, of intercourse, and such rapid spread of intelligence, that State lines are becoming in a measure obliterated, and gular troops from Jalapa, who took fifty National Guards as prisoners. Quiet was subsequently restored, and about

Still Later from Mexico. NEW ORLEANS, MAY 26 .- We have dates from Mexico to the 18th. Santa Anna has issued many other arbitrary decrees. The Legislative authority is every where suspended; private citizens are disarmed; the civil is nerged into the military authority; the remains of soldiers who fell in the late war have been disinterred and placed in suitable sepulchre; and a new Government Bank has been started upon a Government loan of from eight to twelve millions.

Protection of the British Fisheries. Boston, May 26.—The British ship-of-war Cumberland, from Bermuda, with Vice-Admiral Seymour on board, arrived at Halifax on the 16th instant. The frigate Devas-tation has also left Bermuda for the same destination. Admiral Seymour has full instructions from the Home Government for the protection of the fisheries from the encroachments of American fishermen.

Destructive Fire. BUFFALO, MAY 26 .- The extensive tannery of Messrs. Ramsey & Co., at the town of Holland, in this county, was totally destroyed by fire last night. Loss \$18,000; insurance \$9,000.

Adjournment of the Massachusetts Legislature. Boston, May 26.—The Legislature of Massachusetts adjourned last night, after having passed 422 bills and 99 resolutions. The bill to regulate railroad trains crossing bridges, &c. was lost in the Senate.

CANADIAN RAILWAYS.

The Boston Journal says that the most gigantic system of consolidated railroads in this country will go into operation in Canada, under the denomination of the Grand Trunk Railway. It embraces the Quebec and Richmond railroad; the St. Lawrence and Atlantic from the line of from the latter city to Toronto; and the Toronto and Gaelph road, which extends the line westward to Lake Huron. It also embraces a lease of the Atlantic and St. Lawrence a lease of the Ottowa Valley railroad, when built from

Montreal to Bytown. The whole line will be constructed on the broad or sixfoot gauge, so as to save transhipment of goods; and under the bonded system goods from foreign ports can be of miles of ocean, by broad deserts or high mountains. loaded into the cars at the seaboard, and transmitted The Government has abundance of means of bringing through the United States to any part of Canada. A that I seldom repeat them, although I would give a great them in close proximity with their native States, practi-

Straits in England, is to be erected across the St. Law-The capital of the company in stock and bonds is nine and a half million pounds sterling, or about forty-five million dollars. The Atlantic and St. Lawrence portion of the road is now in running order from Portland to the line, and the other portions will be completed successively as fast as practicable. This scheme, if carried out in the manner contemplated, will make the city of Portland

a most flourishing and important scaport. Dr. DAVID MARTIN, of Albany, died in Washington county (N. Y.) on Saturday. Being seized with bleed-ing at the lungs, he called for a certain medicine, re-marking that, if he did not have it in five minutes he would be dead. And it so happened.

A NOBER EXAMPLE !- Mr. J. W. WHORTER, who for eight years has held the position of ticket-seller at Buffalo to the Rochester and Buffalo Railway Company, and who is now compelled to resign his situation on account of declining health, having lost his eye-sight, has been presented by the Directors of the Company with the sum

near Stone and Boomer's Car Factory, which had in it 1,200 kegs of damaged powder, when, as it is supposed, a spark from a dredge near by fell into it. The powder being, wet did not explode with much force, but about every ten minutes one or more of the kegs would take a eap towards the zenith and fill the air with clouds of smoke. Between the eruptions there was a puffing, phizzing, and phizzling that was eminently exciting to the bystanders .- Chicago Tribune, Friday.

An earthquake was felt at Waynesville, Burke county, Georgia, about sunrise, or immediately after, on the morning of the 20th instant. The shock lasted some fifteen seconds. It was also feltat Augusta, in Richmond county.

Some months since a disagreement about fare occurred between a passenger, resident in Orleans county, New York, and one of the conductors on the Rochester and Niagara Falls road, which resulted in the expulsion of the former from the cars. A suit was instituted in the Or-leans Circuit Court, which came to a trial last week, and resulted in favor of the plaintiff. The Court senter the conductor to ten days in the county jail, and \$100 fine. The ten days was at the instance of the defendant commuted to an additional \$50, making \$150 in all, which was paid.

A MONSTER SNAKE .- Mr. John Davis, a teamster on the farm of Squire Gifford, in the northwest part of the city, on Thursday last had a sight of the great black snake which has been so often seen in that vicinity. He was resting quietly in the road as Mr. Davis approached, when he made off as fast as his muscles would carry him. Upon an accurate measurement of the form where he was resting, it appeared that he was 181 feet long, and Mr. D. thinks about a foot and a half in circumferen [New Bedford Mercury

J. L. H. McCracken, Esq., prominent for many years in the city of New York as a merchant, died on the 25th of March last, at Sierra Leone, on the west coast of Africa. fter a short illness. He has been for many years in impaired health, and went to Africa for its benefit, as well as in prosecution of his commercial business. He was a highly accomplished man, of uncommon wit, and possess-ed intellectual powers of high order.—Evening Post.

TOBACCO IN MASSACHUSETTS .- H. H. Starkweather, of Northampton, raised last year from an acre of land near 1,600 pounds of tobacco, which he sold at 14½ cents per pound, amounting to \$230. William and Henry Dick-inson, of Hatfield, raised last year on three acres and three-fourths of an acre of land about 8,000 pounds of tobacco, which they sold in New York for \$1,200

Two Young Mex Drownen.-On Saturday afternoon s Two Young Mex Drownen.—On Saturday afternoon a party of five young men belonging to South Weymouth were fishing from a small boat off Cohasset, when one of the party caught a large cat fish and drew it into the boat. Another of the party in endeavoring to kill the fish by striking it with an oar, stove a hole in the bottom of the boat, which immediately filled and sank. Two of the party were drowned, and the others were rescued by another boat which came to their assistance.—Boston Journal.